

Irving Shipbuilding - Summary of Key Points

Defence Policy Review Public Consultations 6 July 2016

Prime Minister Trudeau has made a commitment to making a real and valuable contribution to a more peaceful and prosperous world; to helping the UN respond more effectively to assist people in need; to investing in strengthening the Royal Canadian Navy; and to restoring Canada's influence and presence in the world and our reputation as a leader. There is a solution to satisfy these commitments.

To date Canada has not had a dedicated capability to respond effectively to the humanitarian suffering caused by large-scale natural or man-made disasters. With over half the population of the planet – around 3.2 billion people – living within 200 km of the ocean, a maritime humanitarian assistance and disaster relief (HA/DR) capability would offer Canada the ability to respond quickly to such tragic occurrences on a scale that would renew Canada's compassionate leadership on the world stage.

A partnership among Irving Shipbuilding Inc., Fleetway Inc., and an experienced international shipping company has made it possible for Canada to obtain a vessel tailored to HA/DR response. This low cost, low risk program would use a commercial roll-on/ roll-off (Ro-Ro) ship converted to deliver humanitarian aid and relief wherever required – a truly agile and adaptable asset.

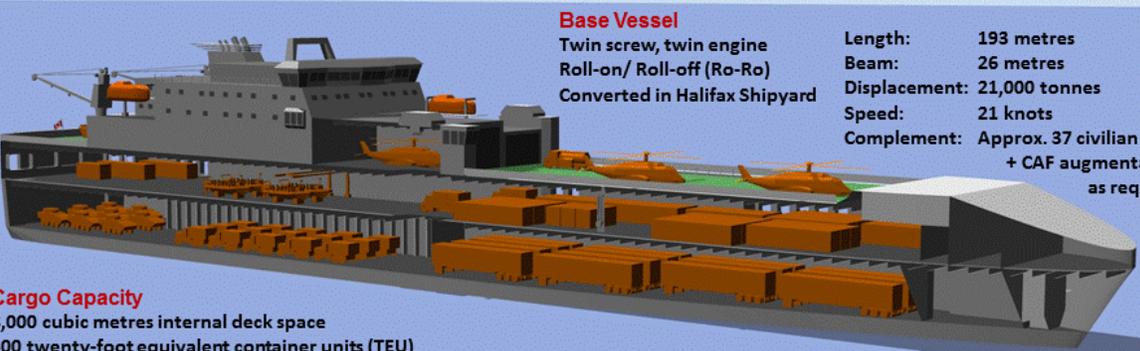
Containerized equipment such as a modular field hospital, generators and water purification systems, along with a large flight deck and facilities capable of operating the largest military helicopters, on-board cranes and a large stern ramp provide many options for delivering aid and supplies in an austere environment; and the vast interior space allows the load-out to be tailored to the task at hand. Additionally, the flexibility inherent in such a vessel would further permit its use in a wide range of additional scenarios, including supporting the Royal Canadian Navy with fuel and stores to augment the Joint Support Ships (JSS), offering the ability to evacuate Canadians from troubled areas, as an afloat refugee processing facility, supporting UN peacekeeping and peace support missions, resupplying our North, and overseeing the surveillance of Canada's ocean approaches, among many other possibilities.

Ideally, Canada needs two of these proposed ships – one on each coast to provide for prompt HA/DR response, and to act as a backup replenishment-at-sea capability when the JSS is in maintenance or otherwise unavailable; however even one would be a significant national asset.

This Maritime Support Ship (MSS) could be readied within 12-14 months, plus the necessary design approvals and subsequent tests and trials; it would be offered to the Canadian Government for a five-year lease for a total cost of about \$300M CAD, which

would include the full cost of converting, operating and crewing the vessel, and all maintenance. With a largely civilian crew it would have a minimal impact on RCN personnel manning levels. It would not compete with or replace any part of the National Shipbuilding Strategy (NSS), but would rather represent a new capability to augment the existing and planned fleet renewal. This proposal is offered for review, comment and constructive feedback as part of the 2016 Defence Policy Review.

The Government of Canada has vowed to support international peace operations with the United Nations, to making our specialized capabilities available in responding to emerging conflicts, to strengthening our Navy within a more effective and better-equipped military, and to developing an agile and responsive force that can provide support during natural disasters and humanitarian support missions. As the Defence Policy Review Public Consultation Document states, “disaster relief and humanitarian assistance remain a priority for the Government of Canada.” The strategic flexibility inherent in the Maritime Support Ship offers the best possible means to fulfil these goals and to enable Canada to make a valuable contribution to a more peaceful and prosperous world.





Irving Shipbuilding Inc.

Maritime Support Ship

A Humanitarian Assistance and Disaster Relief Capability for Canada



Base Vessel

- Twin screw, twin engine
- Roll-on/ Roll-off (Ro-Ro)
- Converted in Halifax Shipyard

- Length: 193 metres
- Beam: 26 metres
- Displacement: 21,000 tonnes
- Speed: 21 knots
- Complement: Approx. 37 civilian crew
+ CAF augmentation as required

Cargo Capacity

- 8,000 cubic metres internal deck space
- 500 twenty-foot equivalent container units (TEU)
- 2,100 lane metres (2.1 km) vehicle space
- 14,000 tonnes cargo capacity
- 7,000 tonnes F76 diesel oil
- 1,150 tonnes JP5 aviation fuel
- 1,500 tonnes fresh water

Loading and Unloading

- 2 x 36 tonne deck cranes
- 17 metre wide, 120 tonne stern ramp

Flight Operations

- Large 1,400 m² flight deck forward
- Vertical replenishment (VERTREP) deck aft
- Refuelling by airfield bowser
- Helicopter hangar

Secondary Employability

- Refuel and Replenish at Sea for naval fleet support
- Evacuation and refugee processing
- Secure, mobile base for UN Peace Operations
- Support to domestic Law Enforcement and Northern Operations
- Surveillance and response in Canada's ocean approaches
- Cooperation with other government departments

Versatility

- All cargo, vehicle and flights decks interconnected by internal ramps
- Cargo/ payload can be tailored to specific operations
- Capable of unloading via landing craft, floating causeway, barge, helicopter in the absence of port facilities